ENGLAND HAD BUT FEW **AUTOS SUITED TO WAR**

Surprising Revelations Are Made in Regard to Belligerents'

Motor Power.

One of the surprising features of this war is the revelations it has made of he respective automobile strength of England, France and Germany. According to the most reliable statistics, England had a decided lead over any other European country in the number of commercial vehicles and motor excles, a slight lead over France in the umber of private cars and a substantial lead over Germany.

The indications were that France and England would put into the field a greater number of automobiles than Germany possessed. It is now seen that for military purposes England ssed a mere handful of automo possessed a mere handful of automobiles. Her subsidy scheme had not met with success. The war department fixed on a certain type, admirably suited for its purpose, and asked manufacturers to build it and the public to buy it. Neither party responded, with the result that when war broke out the English authorities had to requisition thousands of trucks in the hands of private owners and had to place orders for the ordinary commercial type with every manufacturer willing to execute the same.

But Few Steam Wagons.

From the day war broke out until the present moment requisitions of suitable vnes of trucks have been carried out. sesses only its steam wagons, the rucks of absolute necessity to civil and military home life and the older models unsuitable for sending abroad els unsuitable for sending abroad.

In France the situation was different, for although the French army, like that of England, possessed only a small number of trucks in active service and had no armored cars whatsoever, it was able to make use of its well developed subsidy scheme, which automatically brought several thousand trucks into army service with the call to mobilization. This, however, was not sufficient, and after the subsidy types had all been taken other privately owned vehicles were requisitioned, until France is more completely ioned, until France is more completel leared of privately owned trucks tha s England. So searching has been the

Passes for Motorists.

Every motorist in France is regis tered with the police and caries a police driving license bearing his photograph, place of birth, age, residence, etc. This, however, is only a peace time precaution. Such a measure is altogether insufficient when the nation is at war. In Paris and district no man is allowed to travel by automobile until he has secured a special pass from the police. The ordinary pass allows him to travel in the Seine et Oise district, or about eight miles east of the city and thirty miles in a westerly direction. This pass must be renewed every fortinight; it mentions the number and sometimes the names of the persons

Whatever estimate may have been in the shape of fuel which it is necessary to consume in the cylinder is not makes allowance for a portion that warm and this sum makes allowance for a portion that he maximum which could be consumed at the motor speed required to keep the car running at the rate in question. On the other hand, where the maximum power of a motor is to be required. As the season for this such as for running at high speeds, or through continually varying conditions of grade, etc., it may be necessary to set the carbureter to produce maximum power of a motor is to be required. On the other hand, where the maximum power of a motor is to be required. On the other hand, where the maximum power of a motor is to be required. On the other hand, where the maximum power of a motor is to be required to keep the carburate in the shape of fuel which it is necessary to consumed at the maximum which could be consumed at the maximum which could be consumed at the motor speed required to keep the carburate at the maximum which could be consumed at the motor speed required to keep the are remained to the maximum which could be consumed at the motor speed required to keep the carburate at the motor speed required to keep the are remained at the motor speed required to keep the are remained to consumed at the motor speed required to keep the are remained to consumed at the motor speed required to keep the are remained to consumed at the motor speed requ police driving license bearing his pho is allowed to travel by automobile until he has secured a special pass from the police. The ordinary pass allows him to travel in the Seine et Oise district, or about eight miles east of the city and thirty miles in a westerly direction. This pass must be renewed every fortnight; it mentions the number and sometimes the names of the persons who can travel in the car; it is examined by the police every time the driver ned by the police every time the driver

PRISON LABOR PROBLEM IS SOLVED BY VIRGINIA

Convict Road Force Includes Both State and County Prisoners, Who Work Satisfactorily.

The Virginia convict road force includes both state and county prisoners, all working under the control of the state highway commissioner. He satisfies himself in regard to the proposed road and furnishes estimates, plans, etc., to the county commissioners. If they then desire to undertake the work they must first agree that it shall be done under the supervision of the highway officials outlining the next sixty days. This applies not only to the east and they were main arteries of travel, which west main arteries of travel, which were present road Mississippi river and the Sierras. These reports have been sent in by twenty-one chambers of commerce and road association in this city.

The summary of automobile legislation in all the states is of timely interest, in the work to well the states applicant were present road Mississippi river and the Sierras. These reports have been sent in by twenty-one chambers of commerce and road association in this city.

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tions for state control of county pris-oners, made by E. Stagg Whitin of the

Virginia road work is carried on either under the contract or the force account system. George P. Coleman, state highway commissioner, condemns the contract system, contending that under the "force account" better results are obtained, both for the county and for the convict. for the convict.

Agree on Regulations.

When the work is carried on under the force account system the highway commissioner and the state superin tendent of prisons agree as to the rules and regulations for working the con victs. The prisoners are then turned over to the highway commissioner, the superintendent only supplying the guards, who are subject to the approval of the highway commissioner. "Better results could be obtained,"

said E. Stagg Whitin, speaking for the prison labor committee, "if the prison prison labor committee, "If the prison department remained responsible for the care of the men, as is the case in West Virginia. The highway department is organized to build roads; the prison department to care for the prisoners. Co-operation between the two departments is essential to the successful development of convict road work."

successful development of convict road work."

Even under the present system of handling the men, Commissioner Coleman is convinced, after eight years' experience, that prison labor is just as satisfactory and efficient as any other class of common labor, with the additional advantage of being regular and under perfect control.

The state board of charities and correction, which inspects the county road camps, confirms the commissioner's statement. The board states that the men seem satisfied at the camps, and, as a rule, improve physically after being sent to the camps. The board further indorses the road work by recommending that a law be passed sending to the convict road force all men imprisoned over sixty days, including those confined for non-payment of fines. Virginia has passed the experimental stage, and healthful outdoor work seems now assured to her prisoners.

Pullman Car Orders.

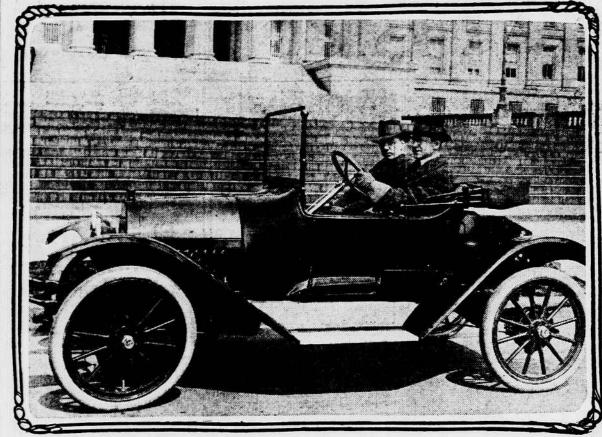
Purchasers during the past week of 1915 Pullman cars included Horace Ward, J. Scott Thompson, A. W. Arbo-gust, G. M. Ford, F. S. Crawford, Luther Long, C. P. Cobb, Herbert Gug-genheim, W. H. Cuckler and B. E. Bare,

Purchase Paige Cars.

Dr. William G. Kinsman and R. Lee Spire are the latest purchasers of 1915 four-cylinder Paige touring cars.

Oblong dressing bags of tan or helio-trope beaver have gold fittings and hold all of the necessities in toilet arlicles for an overnight stop.

LATEST ARRIVAL IN SMALL CAR CLASS.



IRVING J. HENDERSON (AT WHEEL) AND HARRIE G. HASKINS IN NEW MONROE ROADSTER WHICH MADE ITS DEBUT IN LOCAL MOTORING CIRCLES YESTERDAY.

TOURISTS WILL SPEND MILLIONS THIS YEAR

Will Leave Big Sums in States Traversed.

Reduced to figures that will demonstrate the monetary returns from the great volume of transcontinental travby the inquiries for touring and route information received at the Washington and New York touring bureaus of the American Automobile Association. April 1 the total was 1,006. Facts supplied by all these transfer out to the supplied by all th be found in Paris and neighborhood six automobile trucks not in direct army service or in public work on which the army is dependent.

conservative estimate is well borne out second is by power. The correct power adjustment in a carbureter is never the information received at the Washing-adjustment in a carbureter is never the ton and New York touring bureaus one which is the most economical. The supplied by all these inquiries indicate an average of four persons to a car. Placing the average expenditure at \$3 In the shape of fuel which it is necestary to the state of the shape of fuel which it is necestary to the state of the shape of fuel which it is necestary to the state of the

> Whatever estimate may have been States, it will fall far short of the actual count. This view of the situation is warranted by the enormous increase in the number of inquiries being handled this spring by the A. A. A. This increase over any previous year's records not only comes from the membership of the mational body of motor car owners, but also through the various chambers of commerce and like business associations between the Atlantic and Pacific oceans. These inquiries logically find their way to the national body of organized motorists because it has at its command all the general touring and route information, and has accumulated a large amount of unusual data as to roads and conditions. Contributions are continuously being received from the more than 100,000 membership of the A. A. A. A. A. A. Throughout the country.
>
> During the past week there have

In at least one case a truck of a new type not heretofore disclosed is declared to be of the same design as has been shipped abroad in quantities, while in other instances recent activities in building to foreign requirements have resulted in important changes for the better.

TESTING FUEL EFFICIENCY. Two Methods, Economy and Power,

to Be Considered. There are two methods of judging the

Whatever estimate may have been speed may be, without going too deeply made as to the amount of touring that into the theoretical end of the question will be done this year in the United states, it will fall far short of the ac-

100,000 membership of throughout the country.

During the past week there have scription of the system in effect in each of the national clearing house come to the national clearing house of the six states appears in the Good Roads Year Book just issued by the

done under the supervision of the highway commissioner.

Former Gov. Mann is responsible for
this provision in the Virginia law,
which is in line with the recommendations for state control of county prisoners, made by E. Stagg Whitin of the
national committee on prisons and
prison labor.

Virginia road work is carried on
either under the contract or the force.

will be most particularly used by the
automobilist in crossing the continent,
but also to the many north and south
feeders and scenic detours.

War's Effect on Truck Designs.

The visible improvement in truck design and the hopeful aspect of the truck
exhibitors as a class may be traced in
no small part to the effects of the war.

THE ZELL MOTOR CAR COMPANY, 1405 H street northwest, announces their

acceptance of the agency for the Grant line of motor cars, and have on exhibition at their salesroom their latest five-passenger, six-cylinder car; price, fully equipped, \$820, delivered in Washington.

Before accepting this agency we were sent one of these cars with the request that we give it any test which we might desire. It is a very powerful car, especially on hills. We will be glad to give any one a demonstration exactly in the same manner that we made our test.

Why buy a four-cylinder car when you can buy a six at equal or less money? Investigation and demonstration solicited.

GOVERNOR PROCLAIMS DOUBLE CELEBRATION

Arbor Day and Highway Day in Maryland-Roadside Tree Law Anniversary

Arbor day and Highway day, by proc lamation of Gov. Goldsborough of Maryland Friday, April 9, has this year a special significance, because it is the first anniversary of the passage of the oadside tree law by the legislature of This law places all trees now he streets of incorporated towns un the supervision of the state. In addition to the care and protection of existing trees the law provides for

the planting of others. Maryland has spent approximately \$15,000,000 in constructing improved roads, which compare favorably with their improvement is to beautify them and make them more attractive by the planting of shade trees.

State Board's Program.

The state board of forestry, which is charged with the administration of the oadside tree law, is prepared to cooperate with towns, associations and individuals in the work of planting at which the subject will be considered in the near future. rees along the streets and highways. Suitable trees can be purchased along Maryland's highways at a cost of \$1

abutting property owners must all have given their approval of the planting; the trees will be planted within the right of way of the road; where the tulip poplar is used they shall be the right of way of the road. Where locust is used not less than thirty feet. The applications will be considered in the order in which they are received but the state board of forestry reserves the right to accept the proposition that offers the best opportunity for demonstration in each county.

This offer is open to county commissioners, associations or individuals that may be interested. With Arbor day and the planting time at hand it is important that quick action be taken.

COLOR SCHEME FOR ROADS.

Bay State to Adopt Plan Which Has Been Successful in New England. A uniform color scheme, by which m

will be able to tell by the color of the road signs whether they are on local or state roads, north and south or east and west main roads, or secondary or diagonal roads, is planned by William D Sohier, chairman of the Massachusetts highway commission. At present New Hampshire has a color system of its own

Could a uniform system be extended over the New England territory, Sohier thinks, strangers would find the problem of selecting their highway officials have promised to co-or with the Massachusetts cot sion in drawing up a simple system, and a conference of highway commissioners at which the subject will be considered

MOTOR TRUCK CONVENTION.

lems Confronting Manufacturers.

At the motor truck convention to be held May 5 and 6 at Detroit by the National Automobile Chamber of Commerce there will be a paper on "Can"

Maryland's highways at a cost of \$1 to \$2 each. Trees that grow to a large size should be spaced not less than fifty feet apart, while those that do not reach as great a size should be spaced not less than fifty feet apart, while those that do not reach as great a size should be spaced from the subject. That convict labor will go far toward solving the road problem is demonstrated by the experience of Georgia with its army of nearly 6,000 road convicts, and Virginia with about 1,500. The progress reports from these states appearing in the chapter devoted to highway progress show remarkable gains in mileage of improved roads.

The American Highway Association finds the year book one of its most effective mediums for carrying on the campaign for efficient and adequate improvement in the construction, maintenance and administration of the public roads.

Conditons Imposed.

Manyland's highways at a cost of \$1 to \$2 each. Trees that grow to a large size should be spaced not less than fifty for the stand for the spaced not less than fifty feet apart. In the first case it would take about 200 to the mile. So many people would be directly benefited by the planting of the trees than fifty feet apart. In the first case it would take about 200 to the mile. So many people would be directly benefited by the planting of the trees than fifty feet apart. In the first case it would take about 200 to the mile. So many people would be directly benefited by the planting of the trees than fifty feet apart. In the first case it would take about 200 to the mile. So many people would be directly benefited by the planting of the trees than fifty feet apart. In the first case it would take about 200 to the mile. So many people would be directly benefited by the planting of the trees than fifty feet apart. In the first case it would take about 200 to the mile. So many people would be directly benefited by the planting of the trees than fifty feet apart. In the fif

Conditons Imposed.

The following conditions are imposed: The mile to be planted must be along an improved road, outside the corporate limits of any town, and the

five will be delivered at each of three sessions and the reading will be folknown to have given the subject r sessions and the reading will be followed by a general discussion of each thought



The New Cadillac "Eight" Represents

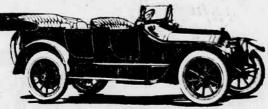
The Starting of a New Epoch in Automobile Building.

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